

Remarks

The Office Action mailed April 19, 2005 has been carefully reviewed and the following remarks have been made in consequence thereof.

Claims 1-20 are now pending in this application. Claims 1-20 are rejected. Claims 1, 12, and 15 have been amended. No new matter has been added.

In accordance with 37 C.F.R. 1.136(a), a two-month extension of time is submitted herewith to extend the due date of the response to the Office Action dated April 19, 2005 for the above-identified patent application from July 19, 2005 through and including September 19, 2005. In accordance with 37 C.F.R. 1.17(a)(2), authorization to charge a deposit account in the amount of \$450.00 to cover this extension of time request also is submitted herewith.

The objection to the specification is respectfully traversed. Applicants have amended the specification. Accordingly, Applicants respectfully request that the objection to the specification be withdrawn.

The objections to Claim 12 is respectfully traversed. Applicants have amended Claim 12. Accordingly, Applicants respectfully request that the objection to Claim 12 be withdrawn.

The rejection of Claims 1, 2, 5, 6, 8, 9, 11, 12, 14, 15, 17, and 19 under 35 U.S.C. § 102(b) as being anticipated by Patsfall (U.S. Patent No. 4,883,216) is respectfully traversed.

Patsfall describes a system including first and second collar upper portions (50 and 54), respectively, that are positioned to be remote from a support or hub (22) and, are in general alignment with a stub top portion (34) which projects through a collar opening (58) (FIGS. 5 and 6, column 4, lines 13-18). To enhance bonding, a material of a bonding interface, and consequently generally a replacement member, is substantially the same as, or at least compatible with, a material of the stub-collar combination (column 4, lines 46-50). It is convenient to bond metal members with metallurgical joining methods such as pressure bonding, friction welding, diffusion bonding, etc (column 4, lines 50-54).

Claim 1 recites a method for replacing a portion of a gas turbine engine rotor blade, the rotor blade having an original blade contour defined by a blade first sidewall and a blade second sidewall, the method comprising “cutting through the rotor blade such that a cut line extends from a leading edge of the blade to a trailing edge of the blade, and between the first sidewall and the second sidewall; removing the portion of the rotor blade that is radially outward of the cut line; and coupling a replacement blade portion to remaining blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour that is one of an improvement in an aerodynamic performance over the original blade contour and substantially mirroring the original blade contour.”

Patsfall does not describe or suggest a method for replacing a portion of a gas turbine engine damaged rotor blade as recited in Claim 1. Specifically, Patsfall does not describe or suggest coupling a replacement blade portion to remaining blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour that is one of an improvement in an aerodynamic performance over the original blade contour and substantially mirroring the original blade contour. Rather, Patsfall describes positioning first and second collar upper portions, respectively, to be remote from a support or hub and to be in general alignment with a stub top portion, which projects through a collar opening. Patsfall also describes bonding a replacement member with the stub-collar combination, where the replacement member has the same material as that of the stub collar combination. Accordingly, Patsfall does not describe or suggest coupling a replacement blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour that is one of an improvement in an aerodynamic performance over the original blade contour and substantially mirroring the original blade contour. For the reasons set forth above, Claim 1 is submitted to be patentable over Patsfall.

Claims 2, 5, and 6 depend, directly or indirectly, from independent Claim 1. When the recitations of Claims 2, 5, and 6 are considered in combination with the recitations of Claim 1, Applicants submit that Claims 2, 5, and 6 likewise are patentable over Patsfall.

Claim 8 recites a method for replacing a portion of a gas turbine engine rotor blade, the rotor blade including a leading edge, a trailing edge, a first sidewall, and a

second sidewall, and having a contour defined by the first sidewall and the second sidewall, the method comprising “uncoupling the rotor blade from the gas turbine engine; cutting through the rotor blade such that a cut line extends from the leading edge to the trailing edge, and between the first sidewall and the second sidewall; removing the portion of the rotor blade radially outward of the cut line; coupling a replacement blade portion to the remaining blade portion; and contouring the replacement blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour.”

Patsfall does not describe or suggest a method for replacing a portion of a gas turbine engine rotor blade as recited in Claim 8. Specifically, Patsfall does not describe or suggest uncoupling the rotor blade from the gas turbine engine. Rather, Patsfall describes positioning first and second collar upper portions, respectively, to be remote from a support or hub and to be in general alignment with a stub top portion, which projects through a collar opening. Patsfall also describes bonding a replacement member with the stub-collar combination, where the replacement member has the same material as that of the stub collar combination. Accordingly, Patsfall does not describe or suggest uncoupling as recited in Claim 8. For the reasons set forth above, Claim 8 is submitted to be patentable over Patsfall.

Claims 9, 11, 12, and 14 depend from independent Claim 8. When the recitations of Claims 9, 11, 12, and 14 are considered in combination with the recitations of Claim 8, Applicants submit that Claims 9, 11, 12, and 14 likewise are patentable over Patsfall.

Claim 15 recites a method for replacing a damaged portion of a gas turbine engine rotor blade, the rotor blade including a leading edge, a trailing edge, a first sidewall, and a second sidewall, and having an original compressor rotor blade contour defined by the first sidewall and the second sidewall, the method comprising “uncoupling a compressor rotor blade from the gas turbine engine; cutting through a portion of the damaged rotor blade such that a cut line extends from the leading edge to the trailing edge, and between the first sidewall and the second sidewall; removing a portion of the damaged rotor blade extending radially outward of the cut line; welding a replacement blade portion to the remaining blade portion; and contouring the replacement blade portion such that the newly formed compressor rotor blade has

a contour that substantially mirrors that of the original compressor rotor blade contour.”

Patsfall does not describe or suggest a method for replacing a damaged portion of a gas turbine engine damaged rotor blade as recited in Claim 15. Specifically, Patsfall does not describe or suggest uncoupling the rotor blade from the gas turbine engine and contouring the replacement blade portion such that the newly formed compressor rotor blade has a contour that substantially mirrors that of the original compressor rotor blade contour. Rather, Patsfall describes positioning first and second collar upper portions, respectively, to be remote from a support or hub and to be in general alignment with a stub top portion, which projects through a collar opening. Patsfall also describes bonding, a replacement member with the stub-collar combination, where the replacement member has the same material as that of the stub collar combination. Accordingly, Patsfall does not describe or suggest uncoupling as recited in Claim 15 and contouring the replacement blade portion such that the newly formed compressor rotor blade has a contour that substantially mirrors that of the original compressor rotor blade contour. For the reasons set forth above, Claim 15 is submitted to be patentable over Patsfall.

Claims 17 and 19 depend from independent Claim 15. When the recitations of Claims 17 and 19 are considered in combination with the recitations of Claim 15, Applicants submit that Claims 17 and 19 likewise are patentable over Patsfall.

For at least the reasons set forth above, Applicants respectfully request that the Section 102 rejection of Claims 1, 2, 5, 6, 8, 9, 11, 12, 14, 15, 17, and 19 be withdrawn.

The rejection of Claims 1-3, 7, 8, 13, 15, 18, and 20 under 35 U.S.C. § 102(b) as being anticipated by Dulaney et al. (U.S. Patent No. 6,238,187) is respectfully traversed.

Dulaney et al. describe a joined airfoil that is shaped to return the joined airfoil to within predetermined dimensional tolerances (FIG. 2) (column 12, lines 29-31). The predetermined dimensional tolerance is substantially the same as a non-damaged airfoil (column 12, lines 31-32). A process of shaping the joined airfoil includes

contour-milling the joined airfoil to a slightly oversized finished airfoil contour envelope (column 12, lines 33-35). A subsequent hand-contouring grinding achieves a finished dimension of the joined airfoil (column 12, lines 35-36).

Claim 1 recites a method for replacing a portion of a gas turbine engine rotor blade, the rotor blade having an original blade contour defined by a blade first sidewall and a blade second sidewall, the method comprising “cutting through the rotor blade such that a cut line extends from a leading edge of the blade to a trailing edge of the blade, and between the first sidewall and the second sidewall; removing the portion of the rotor blade that is radially outward of the cut line; and coupling a replacement blade portion to remaining blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour that is one of an improvement in an aerodynamic performance over the original blade contour and substantially mirroring the original blade contour.”

Dulaney et al. does not describe or suggest a method for replacing a portion of a gas turbine engine damaged rotor blade as recited in Claim 1. Specifically, Dulaney et al. do not describe or suggest coupling a replacement blade portion to remaining blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour that is one of an improvement in an aerodynamic performance over the original blade contour and substantially mirroring the original blade contour. Rather, Dulaney et al. describe shaping a joined airfoil to return the joined airfoil to within a predetermined dimensional tolerance that is substantially the same as a non-damaged airfoil. Dulaney et al. further describe shaping the joined airfoil by contour-milling the joined airfoil to a slightly oversized finished airfoil contour envelope. Dulaney et al. describe achieving a finished dimension of the joined airfoil by subsequent hand-contouring grinding of the joined airfoil. Accordingly, Dulaney et al. does not describe or suggest coupling a replacement blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour that is one of an improvement in an aerodynamic performance over the original blade contour and substantially mirroring the original blade contour. For the reasons set forth above, Claim 1 is submitted to be patentable over Dulaney et al.

Claims 2, 3 and 7 depend, directly or indirectly, from independent Claim 1. When the recitations of Claims 2, 3 and 7 are considered in combination with the

recitations of Claim 1, Applicants submit that Claims 2, 3 and 7 likewise are patentable over Dulaney et al.

Claim 8 recites a method for replacing a portion of a gas turbine engine rotor blade, the rotor blade including a leading edge, a trailing edge, a first sidewall, and a second sidewall, and having a contour defined by the first sidewall and the second sidewall, the method comprising “uncoupling the rotor blade from the gas turbine engine; cutting through the rotor blade such that a cut line extends from the leading edge to the trailing edge, and between the first sidewall and the second sidewall; removing the portion of the rotor blade radially outward of the cut line; coupling a replacement blade portion to the remaining blade portion; and contouring the replacement blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour.”

Dulaney et al. do not describe or suggest a method for replacing a portion of a gas turbine engine rotor blade as recited in Claim 8. Specifically, Dulaney et al. do not describe or suggest uncoupling the rotor blade from the gas turbine engine. Rather, Dulaney et al. describe shaping a joined airfoil to return the joined airfoil to within a predetermined dimensional tolerance that is substantially the same as a non-damaged airfoil. Dulaney et al. further describe shaping the joined airfoil by contour-milling the joined airfoil to a slightly oversized finished airfoil contour envelope. Dulaney et al. describe achieving a finished dimension of the joined airfoil by subsequent hand-contouring grinding of the joined airfoil. Accordingly, Dulaney et al. do not describe or suggest uncoupling as recited in Claim 8. For the reasons set forth above, Claim 8 is submitted to be patentable over Dulaney et al.

Claim 13 depends from independent Claim 8. When the recitations of Claim 13 are considered in combination with the recitations of Claim 8, Applicants submit that Claim 13 likewise is patentable over Dulaney et al.

Claim 15 recites a method for replacing a damaged portion of a gas turbine engine rotor blade, the rotor blade including a leading edge, a trailing edge, a first sidewall, and a second sidewall, and having an original compressor rotor blade contour defined by the first sidewall and the second sidewall, the method comprising “uncoupling a compressor rotor blade from the gas turbine engine; cutting through a

portion of the damaged rotor blade such that a cut line extends from the leading edge to the trailing edge, and between the first sidewall and the second sidewall; removing a portion of the damaged rotor blade extending radially outward of the cut line; welding a replacement blade portion to the remaining blade portion; and contouring the replacement blade portion such that the newly formed compressor rotor blade has a contour that substantially mirrors that of the original compressor rotor blade contour.”

Dulaney et al. do not describe or suggest a method for replacing a damaged portion of a gas turbine engine damaged rotor blade as recited in Claim 15. Specifically, Dulaney et al. do not describe or suggest uncoupling the rotor blade from the gas turbine engine and contouring the replacement blade portion such that the newly formed compressor rotor blade has a contour that substantially mirrors that of the original compressor rotor blade contour. Rather, Dulaney et al. describe shaping a joined airfoil to return the joined airfoil to within a predetermined dimensional tolerance that is substantially the same as a non-damaged airfoil. Dulaney et al. further describe shaping the joined airfoil by contour-milling the joined airfoil to a slightly oversized finished airfoil contour envelope. Dulaney et al. describe achieving a finished dimension of the joined airfoil by subsequent hand-contouring grinding of the joined airfoil. Accordingly, Dulaney et al. do not describe or suggest uncoupling as recited in Claim 15 and contouring the replacement blade portion such that the newly formed compressor rotor blade has a contour that substantially mirrors that of the original compressor rotor blade contour. For the reasons set forth above, Claim 15 is submitted to be patentable over Dulaney et al.

Claims 18 and 20 depend from independent Claim 15. When the recitations of Claims 18 and 20 are considered in combination with the recitations of Claim 15, Applicants submit that Claims 18 and 20 likewise are patentable over Dulaney et al.

For at least the reasons set forth above, Applicants respectfully request that the Section 102 rejection of Claims 1-3, 7, 8, 13, 15, 18, and 20 be withdrawn.

The rejection of Claims 4, 10, and 16 under 35 U.S.C. § 103(a) as being unpatentable over Dulaney et al. in view of Legros (U.S. Patent 5,512,058) is respectfully traversed.

Dulaney et al. is described above. Legros describes a method including aligning a plurality of blades to an aligned position prior to any repair step requiring cutting, machining or welding of the blades (column 2, lines 29-43). The aligning has an appreciable advantage during the repair of the blades in that each blade to be repaired is in its correct position and thus machinery for cutting, machining, or drilling the blades can be accurately set up and hence be in a correct position to carry out an identical repair on all the blades to be repaired and if required such machinery can be computer controlled so as to automatically carry out repair operations on a succession of identical blades in the array and, in view of the initial alignment procedure, each blade will be acted on in precisely the same way as other blades in the array (column 2, lines 29-43).

Claim 4 depends indirectly on independent Claim 1 which recites a method for replacing a portion of a gas turbine engine rotor blade, the rotor blade having an original blade contour defined by a blade first sidewall and a blade second sidewall, the method comprising “cutting through the rotor blade such that a cut line extends from a leading edge of the blade to a trailing edge of the blade, and between the first sidewall and the second sidewall; removing the portion of the rotor blade that is radially outward of the cut line; and coupling a replacement blade portion to remaining blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour that is one of an improvement in an aerodynamic performance over the original blade contour and substantially mirroring the original blade contour.”

Neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest a method for replacing a portion of a gas turbine engine damaged rotor blade as recited in Claim 1. Specifically, neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest coupling a replacement blade portion to remaining blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour that is one of an improvement in an aerodynamic performance over the original blade contour and substantially mirroring the original blade contour. Rather, Rather, Dulaney et al. describe shaping a joined airfoil to return the joined airfoil to within a predetermined dimensional tolerance that is substantially the same as a non-damaged airfoil. Dulaney et al. further describe

shaping the joined airfoil by contour-milling the joined airfoil to a slightly oversized finished airfoil contour envelope. Dulaney et al. describe achieving a finished dimension of the joined airfoil by subsequent hand-contouring grinding of the joined airfoil. Legros describes aligning a plurality of blades to an aligned position prior to any repair step requiring cutting, machining or welding of the blades. The aligning has an appreciable advantage during the repair of the blades in that each blade to be repaired is in its correct position and thus machinery for cutting, machining, or drilling the blades can be accurately set up and hence be in a correct position to carry out an identical repair on all the blades to be repaired and if required such machinery can be computer controlled so as to automatically carry out repair operations on a succession of identical blades in the array. Accordingly, neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest coupling a replacement blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour that is one of an improvement in an aerodynamic performance over the original blade contour and substantially mirroring the original blade contour. For the reasons set forth above, Claim 1 is submitted to be patentable over Dulaney et al. in view of Legros.

When the recitations of Claim 4 are considered in combination with the recitations of Claim 1, Applicants submit that dependent Claim 4 likewise is patentable over Dulaney et al. in view of Legros.

Claim 10 depends indirectly on independent Claim 8 which recites a method for replacing a portion of a gas turbine engine rotor blade, the rotor blade including a leading edge, a trailing edge, a first sidewall, and a second sidewall, and having a contour defined by the first sidewall and the second sidewall, the method comprising “uncoupling the rotor blade from the gas turbine engine; cutting through the rotor blade such that a cut line extends from the leading edge to the trailing edge, and between the first sidewall and the second sidewall; removing the portion of the rotor blade radially outward of the cut line; coupling a replacement blade portion to the remaining blade portion; and contouring the replacement blade portion such that a newly formed rotor blade is formed with a predetermined aerodynamic contour.”

Neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest a method for replacing a portion of a gas turbine engine rotor

blade as recited in Claim 8. Specifically, neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest uncoupling the rotor blade from the gas turbine engine. Rather, Dulaney et al. describe shaping a joined airfoil to return the joined airfoil to within a predetermined dimensional tolerance that is substantially the same as a non-damaged airfoil. Dulaney et al. further describe shaping the joined airfoil by contour-milling the joined airfoil to a slightly oversized finished airfoil contour envelope. Dulaney et al. describe achieving a finished dimension of the joined airfoil by subsequent hand-contouring grinding of the joined airfoil. Legros describes aligning a plurality of blades to an aligned position prior to any repair step requiring cutting, machining or welding of the blades. The aligning has an appreciable advantage during the repair of the blades in that each blade to be repaired is in its correct position and thus machinery for cutting, machining, or drilling the blades can be accurately set up and hence be in a correct position to carry out an identical repair on all the blades to be repaired and if required such machinery can be computer controlled so as to automatically carry out repair operations on a succession of identical blades in the array. Accordingly, neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest uncoupling as recited in Claim 8. For the reasons set forth above, Claim 8 is submitted to be patentable over Dulaney et al. in view of Legros.

When the recitations of Claim 10 are considered in combination with the recitations of Claim 8, Applicants submit that dependent Claim 10 likewise is patentable over Dulaney et al. in view of Legros.

Claim 16 depends from independent Claim 15 which recites a method for replacing a damaged portion of a gas turbine engine rotor blade, the rotor blade including a leading edge, a trailing edge, a first sidewall, and a second sidewall, and having an original compressor rotor blade contour defined by the first sidewall and the second sidewall, the method comprising “uncoupling a compressor rotor blade from the gas turbine engine; cutting through a portion of the damaged rotor blade such that a cut line extends from the leading edge to the trailing edge, and between the first sidewall and the second sidewall; removing a portion of the damaged rotor blade extending radially outward of the cut line; welding a replacement blade portion to the remaining blade portion; and contouring the replacement blade portion such that the

newly formed compressor rotor blade has a contour that substantially mirrors that of the original compressor rotor blade contour.”

Neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest a method for replacing a damaged portion of a gas turbine engine damaged rotor blade as recited in Claim 15. Specifically, neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest uncoupling the rotor blade from the gas turbine engine and contouring the replacement blade portion such that the newly formed compressor rotor blade has a contour that substantially mirrors that of the original compressor rotor blade contour. Rather, Dulaney et al. describe shaping a joined airfoil to return the joined airfoil to within a predetermined dimensional tolerance that is substantially the same as a non-damaged airfoil. Dulaney et al. further describe shaping the joined airfoil by contour-milling the joined airfoil to a slightly oversized finished airfoil contour envelope. Dulaney et al. describe achieving a finished dimension of the joined airfoil by subsequent hand-contouring grinding of the joined airfoil. Legros describes aligning a plurality of blades to an aligned position prior to any repair step requiring cutting, machining or welding of the blades. The aligning has an appreciable advantage during the repair of the blades in that each blade to be repaired is in its correct position and thus machinery for cutting, machining, or drilling the blades can be accurately set up and hence be in a correct position to carry out an identical repair on all the blades to be repaired and if required such machinery can be computer controlled so as to automatically carry out repair operations on a succession of identical blades in the array. Accordingly, neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest uncoupling as recited in Claim 15 and contouring the replacement blade portion such that the newly formed compressor rotor blade has a contour that substantially mirrors that of the original compressor rotor blade contour. For the reasons set forth above, Claim 15 is submitted to be patentable over Dulaney et al. in view of Legros.

When the recitations of Claim 16 are considered in combination with the recitations of Claim 15, Applicants submit that dependent Claim 16 likewise is patentable over Dulaney et al. in view of Legros.

For at least the reasons set forth above, Applicants respectfully request that the Section 103 rejection of Claims 4, 10, and 16 be withdrawn.

Moreover, Applicants respectfully submit that the Section 103 rejection of Claims 4, 10, and 16 are not proper rejections. As is well established, obviousness cannot be established by combining the teachings of the cited art to produce the claimed invention, absent some teaching, suggestion, or incentive supporting the combination. Neither Dulaney et al. nor Legros, considered alone or in combination, describe or suggest the claimed combination. Furthermore, in contrast to the assertion within the Office Action, Applicants respectfully submit that it would not be obvious to one skilled in the art to combine Dulaney et al. with Legros because there is no motivation to combine the references suggested in the cited art itself.

As the Federal Circuit has recognized, obviousness is not established merely by combining references having different individual elements of pending claims. Ex parte Levengood, 28 U.S.P.Q.2d 1300 (Bd. Pat. App. & Inter. 1993). MPEP 2143.01. Rather, there must be some suggestion, outside of Applicants' disclosure, in the prior art to combine such references, and a reasonable expectation of success must be both found in the prior art, and not based on Applicants' disclosure. In re Vaeck, 20 U.S.P.Q.2d 1436 (Fed. Cir. 1991). In the present case, neither a suggestion or motivation to combine the prior art disclosures, nor any reasonable expectation of success has been shown.

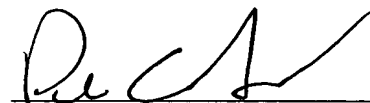
Furthermore, it is impermissible to use the claimed invention as an instruction manual or "template" to piece together the teachings of the cited art so that the claimed invention is rendered obvious. Specifically, one cannot use hindsight reconstruction to pick and choose among isolated disclosures in the art to deprecate the claimed invention. Further, it is impermissible to pick and choose from any one reference only so much of it as will support a given position, to the exclusion of other parts necessary to the full appreciation of what such reference fairly suggests to one of ordinary skill in the art. The present Section 103 rejection is based on a combination of teachings selected from multiple patents in an attempt to arrive at the claimed invention. Specifically, Dulaney et al. teach shaping a joined airfoil to return the joined airfoil to within a predetermined dimensional tolerance that is substantially the same as a non-damaged airfoil. Dulaney et al. further teach shaping the joined airfoil

by contour-milling the joined airfoil to a slightly oversized finished airfoil contour envelope. Dulaney et al. teach achieving a finished dimension of the joined airfoil by subsequent hand-contouring grinding of the joined airfoil. Legros teaches aligning a plurality of blades to an aligned position prior to any repair step requiring cutting, machining or welding of the blades. The aligning has an appreciable advantage during the repair of the blades in that each blade to be repaired is in its correct position and thus machinery for cutting, machining, or drilling the blades can be accurately set up and hence be in a correct position to carry out an identical repair on all the blades to be repaired and if required such machinery can be computer controlled so as to automatically carry out repair operations on a succession of identical blades in the array. Since there is no teaching nor suggestion in the cited art for the combination, the Section 103 rejection appears to be based on a hindsight reconstruction in which isolated disclosures have been picked and chosen in an attempt to deprecate the present invention. Of course, such a combination is impermissible, and for this reason alone, Applicants request that the Section 103 rejections of Claims 4, 10, and 16 be withdrawn.

For at least the reasons set forth above, Applicants respectfully request that the rejections of Claims 4, 10, and 16 under 35 U.S.C. 103(a) be withdrawn.

In view of the foregoing amendment and remarks, all the claims now active in this application are believed to be in condition for allowance. Reconsideration and favorable action is respectfully solicited.

Respectfully Submitted,



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